

Date | August 5, 2009

Chair: Sean Cryan

Recorder: Evan Brown

Location: Seattle City Hall, L204

Grace Crunican, Director, SDOT

Sandra Woods, Bicycle and Pedestrian Program, SDOT

Diane Sugimura, Director, DPD

Stella Chao, Director, DoN

Distribution: Meeting Presenters

SBAB Board Members

Howard Wu, SPAB Liaison

Lara Gricar, WSDOT

SBAB Website

MEMBERS PRESENT

- Ann Boyd
- Sean Cryan
- Ryan Dean
- Sean Ardussi
- Evan Brown
- Deborah Kuznitz
- Lindsay Pesheck

MEMBERS ABSENT

- John Beaulaurier
- Craig M. Benjamin
- Jeff Frkonja
- Naomi Wilson
- Blake Trask

OTHER GUESTS

- Michael Snyder
- Aili Lepard, SDOT
- Doug Cox
- Sam Woods, SDOT
- Lara Griar, WSDOT
- Max Hepp-Buchanan

MEETING CALL TO ORDER

- Meeting called to order at 6:00p

PUBLIC COMMENT

• **Aili Leppard**

- Eastlake and Mercer bike lane markings are a great improvement. Care should be taken to clarify the start of the bike lane, and whether it starts just before or just after the light, and the possible use of the green lane marking.
- Marginal/ Alaskan Way northbound has had a portion of more permanent bike facilities installed. At Atlantic there is some confusion with the new lane not being straight, and possibly coming into the area where the cars are. There is also a stop sign intersection without stop lines, which makes it difficult.
- Temporary construction barriers are along Marginal Way and their height can obscure bicycle traffic from view by car traffic.
- At Royal Brougham, the bike lane markings push bicycle traffic up onto the pedestrian crossing. This also creates some confusion for the bicycle traffic, car traffic and pedestrians as to how the bicycles are supposed to navigate the intersection.
- The SDOT blog has been a great tool. A request is made to include more activities in South Seattle on the blog.

• **Michael Snyder**

- Updates on Missing Link lawsuit and recent cyclist deaths.
- Streetcar track alignment in Capitol Hill is being reviewed by a bicycle advocacy group to see how it coordinates with bike facilities.

PRESENTATIONS

Time: 6:15p

Topic: **Update on Alaskan Way Viaduct Replacement Program**

Presenter: Eric Tweit, SDOT; Ron Paananen, WSDOT

Purpose: Standard periodic update on Viaduct Replacement progress; opportunity to provide feedback to WSDOT and SDOT staff

Findings/ Critical Points:

- South Viaduct replacement construction begins late this year
- WSDOT funds viaduct removal and transportation related waterfront work, though not the urban planning work or seawall work
- Design for waterfront won't begin until 2010/2011
- \$2.4 billion is the limit for State funding. \$400 million could come from tolling on SR 99. Anything over \$2.8 billion is scheduled to be paid by the City of Seattle.
- The Supplemental Draft EIS is underway now, covering SEPA and NEPA issues and is for the WSDOT portions of the project and will include a small portion of the 2-way Mercer project. Other elements of the project will have independent EIS submittals. The Supplemental Draft EIS is due the first quarter of 2010, and will have a 45 day comment period. The Final EIS will be in late 2010.
- The City of Seattle will also do a series of EIS submittals, for the Alaskan Way surface street and promenade work, for the seawall replacement and for Mercer West between 5th and Elliott. The function for the Alaskan Way work will have been considered under the WSDOT EIS.
- The working groups for the south, central and north portions of the project review design concepts and provide input for the draft EIS.
- At the South Portal area, the Port of Seattle has made a \$300 million commitment to the project.
- The South Portal area is the access point into downtown from SR 99, with specific goals to maintain and enhance the existing street grid and improve the urban character of the area.

- The South Holgate to South King portion of the project at the U-tube is 100% designed and will go out to bid next year, with construction on this area from 2011 to 2013.
- Tunnel boring begins in 2013, with lots of construction staging in the area of the South Portal.
- The tunnel opens in 2015.
- Sean A: how do cyclists fit into elevated Alaskan Way between Royal Brougham and Atlantic?
 - Bikes have on-street lanes east of Atlantic
- Sean A: cyclist riding northbound through Atlantic will be riding up new grade onto Alaskan Way and then back down
- Ann: surface East Marginal stops at Atlantic; right-lane bike lane has to deal with right-turning traffic (since there's no through, cars likely won't yield on turn)
- Lindsay: is there space for separate facility in new Alaskan Way? Eric: No.
- Sean C: transition from right lane to left turn lane to cross and access Qwest/Safeco
- Ann: any designs considering more narrow road widths? Eric: No. 3 lanes each direction were necessary for demand entering downtown
- Ryan: Any impact on Dexter with north end work? Eric: More traffic is expected.
- Eric: bike lane/bike track decisions on Alaskan Way aren't necessary for bored tunnel EIS and will be put off until latter is complete
- Ann: how does construction plan get communicated? Ron: visual, step-by-step plans exist and challenge is how to communicate those to users at large as construction conditions change

Recommendations:

- The Bicycle Advisory Board thanks WSDOT and SDOT for their presentations and solicitation of input from SBAB, and their efforts to effectively integrate input from SBAB and other stakeholder groups into the design of the Alaskan Way Viaduct Replacement.
- SBAB recommends that this integration of input continue with detailed review groups from SBAB and SDOT for the following specific project elements:
 - South Portal bicycle facilities and bicycle integration
 - North Portal bicycle facilities and bicycle integration
 - Central waterfront bicycle facilities and bicycle integration
 - Temporary construction design, including SBAB and SDOT multi-modal group for disruption planning for all traffic types, including the Holgate to King Street work
- SBAB recommends that WSDOT work with the SDOT signage group for clarity of bicycle traffic through the project areas.
- WSDOT has created a tool for visualization of the experience of moving through the new roadways and spaces, and has created car traffic video to explain how this would work. SBAB recommends the use of this tool for visualizations of the experience of moving through the new roadways and spaces from the point of view of bicycle traffic. This tool would be an excellent analysis tool to understand the actual experience for bicycle traffic and issues unique to this transportation mode and the ability to navigate the new and revised roadways.
- SBAB supports coordination of the central waterfront full transportation design effort with the urban design transitions in that area.
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Time: 7:35p

Topic: **SDOT BMP Update**

Presenter: Doug Cox

Purpose: Monthly update

Findings/ Critical Points:

- SDOT on track to meet 35 mile new-facility goal for the year

Seattle Bicycle Advisory Board

Meeting Minutes

- 20 mile goal for next year, focused on making connections between facilities
- Ballard Bridge concept updated on blog
- Spot improvements have been made, like at NE 117th Street mixed use trail over I-5
- There were 57 SBAB applicants and the selection should be complete before the next meeting.

MEETING ADJOURNMENT

- Meeting adjourned at 7:55p

Next Meeting Wednesday September 2nd, 2009